

ASK FOR RECEIVERS FOR THE SEABOARD

Judge Pritchard Hearing Matter on Train En- route to Richmond.

WENT TO DANVILLE
TO MEET JUDGE

There After Application Has
Been Made to Judge Waddill
Here—Statements as to
the Affairs of the
Road.

will, it is expected, be appointed early to-day by United States Circuit Judge Walter C. Pritchard, who was in conference with counsel for the company until 2 o'clock this morning at Danville. No formal statement was given out concerning the conference, but the

Samuel Untermyer, of New York, who left Richmond yesterday afternoon, is expected to appear at the hearing en route to this city.

and Epps Hunton, Jr., of Richmond, reached here at 11:30 o'clock. There were aboard the car about fifteen or twenty men, mostly lawyers, but among the number Clerk of the United States Circuit Court Brady and Court Stenographer Raymond Brown. The names of the other gentlemen could not be learned, as they refused to give them, and would not talk.

Mr. Untermeyer was questioned by an Associated Press correspondent and stated that no application had been made for a receivership. He would not say whether an application would be made. He would say nothing further, but said that a full statement would probably be given out on the arrival of the party in Richmond. Judge Pritchard reached the city about

12:15 o'clock and was at once taken to the Seaboard private car. He would say nothing regarding the object of his trip to Richmond. He left at 2 o'clock with the Seaboard counsel, with Clerk Brady and Stenographer Brown, and will probably hold a hearing en route to Richmond.

Great Interest in Matter.

From the moment it became known that Judge Watts and other lawyers had left Richmond on a special train to intercept Judge Pritchard at Danville and apply for the injunction, the greatest interest in newspaper, railroad and financial circles was shown in the scant bulletins. The public was not surprised. Generally, the impression had gone forth that the Seaboard and its creditors were fighting from different directions. Yesterday, however,

was evident that they had decided to proceed jointly for the common good.

Judge Pritchard met the lawyers at Danville before midnight, and was in conference some hours, little information as to the actual status being gained by the correspondents there.

Obedied the Rate Laws.

With laws adverse to the transportation companies being enacted in territory by Legislatures and Corporation Commissions, and State

Line was the most docile and obedient of all the railroads, obeying every order without opposition, never attempting by due process of law to evade what were regarded as severe regulations, and the Seaboard was the first to fall by the wayside. When other roads in North Carolina were applying for relief at court, it quietly submitted and made the lower rate effective. In Virginia it announced its willingness to obey, but prodded

According to Baltimore dispatch S. Davis Warfield, of Baltimore, and E. Randolph Williams, of Richmond, will be made receivers. Members Mr. Williams's family, however, denied last night that he would be named.

It is said that Mr. John Skelton Williams, former president of the board, named one of the receivers, a board member, also of business associates.

Applied to Judge Waddill. Falling for satisfactory reasons yesterday to secure the appointment of receivers for the Seaboard Air Line from United States District Judge Waddill in this city, counsel for the company chartered a special train and hurried to Danyille at 8:50 o'clock in night to make formal application to the United States Circuit Judge.

Pritchard. Messages received during the evening announced that Judge Pritchard was on his way to Richmond to sit with Judge Waddill in the case this morning, but there were certain conditions which made prompt action necessary.

The application to Judge Waddill was made by Judge Leigh R. Wain, general counsel for the Seaboard, and by representatives of the principal creditors. Judge Waddill expressed his willingness to grant the decree.

under certain conditions, though was pointed out that while this was the home district, the headquarters of the company being in Norfolk, the United States Circuit Court had large jurisdiction. Had the receivership been ordered by the District Court it would have been necessary to file an affidavit